

The Hongkong Telegraph.

WEATHER FORECAST
FAIR.

(ESTABLISHED 1881.)
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April 14th, 1912, Temperature a.m. 65, p.m. 75; Humidity...73, 53.

April 14th, 1911, Temperature a.m. 70, p.m. 66; Humidity...66, 83.

No. 8760

號八廿月二年子壬

MONDAY, APRIL 15, 1912.

一拜禮 號五十月四英港香

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| TELEGRAMS. | TELEGRAMS. | TELEGRAMS. | TELEGRAMS. | TELEGRAMS. | TELEGRAMS. | TELEGRAMS. |
|---|---|---|--|--|---|---|
| CHINA IN TRANSITION. NANKING QUIET. (Our Own Correspondent.) Shanghai, April 15, 9.15 a.m. The general at Nanking does not anticipate further trouble. Martial law is established and drastic regulations are in force. 14,000 SOLDIERS RECRUITED. Chang Sui has recruited 14,000 soldiers in Southern Shantung and refuses to deliver a million dollars worth of railway rolling stock belong to the British section. PORTFOLIOS REFUSED. Several ministers have refused portfolios. AMERICAN GREETINGS. Bombay, April 14, 11.5 p.m. Reuter's correspondent at Washington states that the Senate has passed a resolution congratulating the Chinese people on the assumption of the powers, duties and responsibilities of self government.—Reuter. FIGHTING IN TIBET. London, April 13, 2.5 p.m. The "Allahabad Pioneer" has received news confirming the report of recent fighting between Tibetans and Chinese near Shigatse. The Tibetans forced the Chinese to surrender. The Chinese, in exchange for 130 rifles and a quantity of ammunition, were given a sum equal to 8,000 rupees for the expenses of their return to China.—Reuter. MUTINY AT NANKING. London, April 13, 4.50 a.m. The Shanghai correspondent of Reuter cables that a mutiny of troops has taken place at Nanking. Houses and shops were looted and buildings burned. The Cantonese regulars surrounded the mutineers and re-captured most of the loot. It is reported that fifty were killed in the fight. | CHINA IN TRANSITION. RACIAL FRICTION. (From Chinese Sources.) Shanghai April 15. The Ex-Emperess Dowager has sent a deputy to interview President Yuan Shih-kai and to ask him to select able men from the Bannermen and to appoint them to posts in the Government in order to avoid any outbreak of racial friction. President Yuan has issued an order advocating the intermarriage of Chinese, Manchurians, Mongolians and Tibetans. SUN YAT-SEN AT SHANGHAI. Dr Sun Yat-sen returned to Shanghai on the 12th inst from Wuchang on board the S.S. Lun-king. It is reported that the Diplomatic Body at Peking intends to secure the sending of officials into all parts of China to superintend the administration of the empire's finance and at the same time to see that foreign troops are stationed at different points of vantage for the purpose of maintaining peace. SOLDIERS ANNOYED. The Kuang-si soldiers at Nanking revolted under the pretence that they were incited by the Cantonese troops. The latter were greatly annoyed and took an effective part in suppressing the revolt. THE AIRMEN. LIEUTENANT KILLED. [Service to the "Telegraph."] London, April 14, 2.50 p.m. The correspondent of Reuter at Bar-le-Duc states that Lieutenant Boncour was killed by a fall from an aeroplane. A FINE FLIGHT. London, April 14, 7 a.m. The French aviator Prevost, with a passenger, ascended at Issy les Moulins at 6.45 o'clock, landed at Calais, re-ascended and crossed the English Channel, arriving at Eastchurch at 1.30. It is understood the British Admiralty have purchased the aeroplane.—Reuter. | THE ENTENTE CORDIALE. BRILLIANT FETES. [Service to the "Telegraph."] London, April 13, 2.5 p.m. A message from Nice states that fetes in connection with the unveiling of statues to Queen Victoria and King Edward, at Nice and Cannes respectively, began yesterday. There was a parade of 8,000 troops, including 600 British blue-jackets and marines with bayonets and fieldguns. MM. Poincare, Millerand, Declasse, and Sir Francis Bertie were present. English and French blue-jackets formed a guard of honour at the unveiling of the Queen Victoria monument. Sir F. Bertie read a message from King George rejoicing that English and French troops were again united and marching together in review, a fresh proof of the Anglo-French friendship. ELOQUENT TRIBUTE. M. Poincare, in a speech, paid an eloquent tribute to Queen Victoria. He concluded by regretting that her Majesty died before witnessing the wonderful reconciliation of the brave peoples of South Africa, though she was able to pride herself on the perseverance and unconquerable energy of her people in a profitable struggle. LATE KING EDWARD. Bombay, April 14, 11.5 a.m. M. Poincare, speaking at the unveiling of the monument which represents the late King Edward as a yachtsman, brilliantly analysed his character and achievements. He said: "King Edward tried to do his duty and completely succeeded. Happy are the chiefs of state and the citizens whose enclivity is couched in these simple words." MAINTAINING PEACE. M. Poincare dwelt on the influence of the entente cordiale in maintaining that peace whose benefits were particularly necessary to a Republic democracy. France thought of attacking or provoking none, but she was convinced of the necessity of maintaining her land and sea forces so that they should be capable of defending her interests against attack. She was strengthened therein by the diplomatic assistance daily given by friends and allies. MARRIED BY GALE. The fetes were marred by a gale. M. Poincare, Sir F. Bertie and the ministers were prevented from inspecting the English and French flagships. The Mayor and Sir F. Bertie also spoke at the Venetian fete. There were illuminations in the evening. GREAT CROWDS. There were great crowds, who displayed the utmost enthusiasm. A French squadron steamed close to the promenade, and aeroplanes flew overhead. A British squadron followed off Ville France. CORDIAL RELATIONS. London, April 14, 7 a.m. The Paris correspondent of Reuter says the newspapers comment in the most glowing terms on the festivities at Nice as strengthening the cordial Anglo-French relations. | COAL CRISIS. PLEASING STATEMENT. [Service to the "Telegraph."] London, April 14, 7 a.m. Mr. Asquith has intimated that the re-opening of the mines has already relieved the pressure and distress in many districts. He does not propose, therefore, to ask for a vote for relief.—Reuter. TRANSPORT WORKERS PROTEST. London, April 13, 6.20 p.m. The district committee of the Transport Workers' Federation and the executive of the Dockers' Union, have passed resolutions strongly condemning the irresponsible statements as to the possibility of a general strike of transport workers early in the summer.—Reuter. STUBBORN SOCIALIST. A HEAVY FINE. [Service to the "Telegraph."] London, April 13, 4.50 a.m. Reuter's correspondent at Melbourne states that a Socialist from Broken Hill has been fined £100, with the alternative of going to prison for three months, for preventing his son from drilling. | FRANCE AND SPAIN. GROWING IRRITATION. [Service to the "Telegraph."] Bombay, April 15, 7 a.m. The negotiations between France and Spain are dragging on without result. Possimism and irritation are growing in Paris and Madrid. FRANCE TO PROCEED. According to the French papers, France has decided to proceed with the reorganisation of Morocco and the survey of the railway from Tangier to Fez without awaiting an agreement with Spain.—Reuter. TRIPOLI WAR. KEY TO FRONTIER. [Service to the "Telegraph."] London, April 13, 2.5 p.m. Reuter's correspondent at Rome states that General Canova telegraphs that the occupation of Macabez ensures the possession of a station for torpedo boats with a view to the repression of gun running. Fort Bukemmesh (not Euceloo) commands the Tunisian caravan routes and is the key to the frontier of Tunis. | HOME RACING. NEWBURY CUP. [Service to the "Telegraph."] London, April 14, 12.55 a.m. The Newbury Cup race resulted as follows:— Long Set (betting 11 to 10) 1 Mercurio (25 to 1) 2 Eton Boy (100 to 8) 3 Sixteen run; won by a length and a half. BOMB OUTRAGE. FORTUNATE ESCAPE. [Service to the "Telegraph."] London, April 13, 12.25 p.m. Reuter's Paris correspondent states that another bomb has been found in a taxicab by the driver, the fuse having gone out. CANTON NEWS. [The "Telegraph" Correspondent.] Canton, April 13. Yesterday the merchants of the city sent a deputation to wait on General Lung Chai-kwong and they were informed by him that he intended, in the near future, to return to Yunnan, as order had been restored in the Kwangtung provinces, and to take all his troops with him. It appears that his intention to go back to his own province has some connection with the project that his brothers have in hand to start mining in Yunnan for tin. A company has been formed with a capital of \$500,000 and the merchants in Canton have been asked to take up shares. When he arrives in Yunnan, with his troops, Lung intends to disband them and to offer them employment on the mines. News has reached here that Sun Yat-sen has returned to Shanghai after paying a visit to Li Yuan-heng at Wuchang. He will, it is understood, make a short stay at Shanghai before proceeding to Canton. On the 11th inst. 120 members of the Provisional Council attended a meeting to consider what steps should be taken to protect against the action of the Governor-General in moving out the death sentence in the case of the editor Tor Sing-po. The sentiment was expressed that the members of the Council like the editor of a paper was merely reflecting public opinion in much that he said or wrote and that the sentence in the case of Tor created a precedent by which any of them might be dealt with in a similar manner for voicing public opinion. It was pointed out by one of the speakers that the Governor-General could not sentence Tor to death under martial law as civil government was then in force. They expressed the opinion that the Governor-General had acted in a very highhanded manner throughout and in direct contravention to the orders of the Central Government. Telegrams were sent to President Yuan denouncing the action of the Governor-General and asking what steps the Council should take against him. Chinese Roman Catholics in the Fa-chow prefecture have petitioned the commissioner of the interior at Canton complaining that they were in danger of being molested by many of the local ruffians who had formed a league offensive against them. They have asked for permission to form a union among themselves for mutual protection and permission to buy arms. Enquiry is to be made into the matter. | THE SUFFRAGISTS. HUNGER STRIKE. [Service to the "Telegraph."] London, April 13, 6.20 p.m. Five militant suffragists, including one who is a doctor of medicine, were released yesterday from Aylesbury Prison owing to the impaired state of their health through a hunger strike.—Reuter. SWATOW NEWS. [The "Telegraph" Correspondent.] Swatow April 12. Our Swatow correspondent writes: As already advised several meetings have been held to discuss the raising of funds with which to pay Lim Kok Chin \$80,000 for withdrawing from this district. At a meeting held yesterday it was finally agreed that the sum should be contributed by Swatow merchants in the following proportion:— 15 per cent of the amount shall be raised from Bankers; 10 per cent of the amount shall be raised from Steamship Companies; 8 per cent of the amount shall be raised from Drapers; 5 per cent of the amount shall be raised from Opiumsmen; 3 per cent of the amount shall be raised from Thread and Cotton Dealers, Grain Dealers, Sugar Merchants, Druggists, Store-keepers of Hongkong, Miscellaneous Goods; 2 per cent of the amount shall be raised from Fruits wholesale Merchants, Annam Agencies, from Siam, 1 per cent of the amount shall be raised from Store-keepers of Soochow, Canton Miscellaneous Goods, 1 per cent of the amount shall be raised from Water-works Company, Electric Light Company, Steam-launch Company, Flax Wholesale Merchant, Sailing Vessels Commission, Agents, Kerosene Oil Companies, Match Wholesale Merchants, Dried Fruits Dealers, Tobacco Wholesale Merchants, Pawnshop-keepers, Coarse Race Hongs, Railway Company, Bean Oil Hongs, Fresh Fish Hongs, Salted Fish Hongs, Hoilow Goods Merchants. It is expected that the balance of the amount will be contributed by the Canton Government. It is further agreed that money advanced in the above proportion by local merchants will be later repaid from taxes and duties collected through this district. According to our advices \$30,000 will be paid to Lim upon his departure from Swatow, and the balance remitted to him later. The probable date of Lim's departure is still uncertain. Conditions generally throughout the City are quiet, and it is estimated that 70 per cent of the shops are opened, while residents who moved to the interior at the outbreak have begun to return. 500 of Woo's soldiers were despatched to Chow Chow this morning, where we understand they will be welcome, and we believe there is a good probability that conditions in this district will soon improve. We are also informed that local merchants have to-day handed to \$10,000 to cover current expenses in connection with his troops here, which it is agreed will later be repaid along with the money subscribed for payment to Lim. While it is difficult to make any definite statement as to the future, we are of the opinion that successful conditions will be brought about in this district soon after the departure of Lim with his troops. |

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| MANCHURIA | 27,000 | " | " | Apr. 30 | " |
| MONGOLIA | 27,000 | " | " | May 20 | " |
| KOREA | 18,000 | " | " | June 18 | " |

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| | | | | | |
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| China | 10,200 | " | " | Apr. 23 | " |
| Nile | 11,000 | " | " | " | " |

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TIME TABLE.

| WEEK DAYS. | |
|---|-------------------|
| 7.00 a.m. to 8.00 a.m. | Every 15 min. |
| 8.00 a.m. to 10.00 a.m. | " 10 min. |
| 10.00 a.m. to 11.00 a.m. | " 15 min. |
| 11.00 a.m. to 12.45 p.m. | " 15 min. |
| 12.45 p.m. to 1.15 p.m. | " 10 min. |
| 1.15 p.m. to 1.45 p.m. | " 15 min. |
| 1.45 p.m. to 2.15 p.m. | " 10 min. |
| 2.15 p.m. to 5.00 p.m. | " 15 min. |
| 5.00 p.m. to 8.10 p.m. | " 10 min. |
| NIGHT CARS. | |
| 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m. | every 15 minutes. |
| SUNDAYS. | |
| 7.30 a.m. | |
| 8.00 a.m. to 10.30 a.m. | every 15 min. |
| 10.30 a.m. to 11.00 a.m. | " 10 min. |
| 11.45 a.m. to 12.00 noon | " 15 min. |
| 12.00 noon to 1.00 p.m. | " 10 min. |
| 1.00 p.m. to 5.00 p.m. | " 15 min. |
| 5.00 p.m. to 6.00 p.m. | " 10 min. |
| 6.00 p.m. to 7.00 p.m. | " 15 min. |
| 7.00 p.m. to 8.10 p.m. | " 10 min. |
| NIGHT CARS on Week Days. | |
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THE VICTORIA DISPENSARY.
Hongkong, 1st Feb., 1912. [129]

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Hongkong, 30th January, 1912. [112]

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Hongkong, 23rd September, 1911. [42]

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Hongkong, 13th March, 1912. [244]

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Hongkong, 30th January, 1912. [48]



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Hongkong, 19th March, 1912. [23]

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APPLY

HONGKONG
TELEGRAPH.

OUR CONTEMPORARIES.

WHAT THEY THINK?

China Mail.

The Home Rule Bill.

Nineteen years ago Mr. Gladstone attempted a similar gamble and disrupted a great party, whom he drove into the cold shades of opposition for more than a decade. Will that be the result of the present attempt to force England to accept an unpalatable Home Rule Bill? Judging by the temper of the average Englishman we should say that the result will be similar if the issue is placed, as it should be, before the constituencies in a general election. To-day, as nineteen years ago, England is opposed to granting Home Rule to Ireland, holding that it is merely a dismemberment of the United Kingdom disguised under a specious form of words. The most progressive and flourishing portion of Ireland, the province of Ulster, is still of the same opinion as it was in Gladstone's day, and we note from the summary of journalistic opinion cabled out by Reuters that it is mainly due to the unfavourable rigidity of the Ulster opposition that the Asquith administration outlives its grave fears of ultimate defeat.

Daily Press.

A Valuable Suggestion.

Dr. Sayce, Professor of Archaeology at Oxford, who is paying a visit to Japan, has recently been reminding an audience that the British Museum contains a record on papyrus of a successful strike by Egyptian labourers in Thebes for a higher wage 3,000 years ago. Whether the famous archaeologist thinks that in the ages to come Great Britain, as the result of labour strikes, will come to be a country of merely archaeological interest, as Egypt has been for so many centuries, is not disclosed in the report of the lecture we have seen. It is not given to any of us to penetrate so far into the dim and distant future, and the mind is more profitably exercised in seeking ways and means of preventing the recurrence of such disastrous strikes. Many of the Home papers have devoted much space recently to opinions on the subject, but extremely few of them seem to possess any real value. "Russian methods of Government" are never likely to succeed in Great Britain, and the recognition of the principle of a minimum wage in legislation, without reference to the laws of supply and demand, is also futile, for as we have indicated above, it must lead to the destruction of the commerce of a country and the source from which wages are paid.

South China Morning Post.

Home Rule.

Ireland and Great Britain are strategically and naturally one country. The loss of South Africa would not be irretrievable; it would provide no fatal base; operations against any other portion of the Empire, while England could never, on the other hand, recover from the loss of Ireland. The one side claims that the present system of government is costly, cumbersome and demoralising; and that Home Rule solely means the management of purely Irish affairs by Irishmen in an Irish Parliament. The other side holds that the British Government is bearing a deficit of over two millions which a Nationalist Ministry could not possibly face, and that no conceivable economies could reduce this deficit, while Mr. Redmond's aspiration to "drive English rule, sooner or later, bag and baggage from our country" is still quoted as revealing the underlying motive of the Nationalist agitation. So far, the debate has been practically devoid of passion, a feature which is especially noteworthy when one recalls the precedents of 1886 and 1892.

HONGKONG GYMKHANA CLUB.

Successful First Meeting.

The first meeting of the Hongkong Gymkhana Club took place on Saturday, in splendid weather. Appended are the complete results:—

1.—3.30 p.m.—Half Mile Flat Race.—For non-winning Subscriptions of the Season 1911-1912. Weight for inches as per scale. Unplaced runners allowed 3 lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 7 lbs. Entrance fee \$5. 1st Prize: A Cup presented by Sir Paul Chater, Kt., C.M.G., with \$50 added. 2nd Prize: \$52.

Mr. Ching's Lots of Time, 152lbs. (Soth) 1
Mr. Ellis Kadoorie's Mogul Chief, 155lbs. (Jervois) 2
Mr. Michael's Reformer, 155lbs. (Gegg) 3
7lbs. penalty.

Also ran:—Fauling (Mr. Gresson), Firebrand (Mr. Whitmore), Ashington (Mr. Brutton) and Rheinland (Mr. Hastings).

Lots of Time got away after a delay and was followed by Cadzow's Loon and Fauling. These positions were little changed until rounding the home bend when Mogul Chief challenged on the rails, but he was overhauled in the last few yards by Lots of Time, both riding strongly and eventually winning by half a length, a length and a half separating the second and third.

Time, 1 min. 11.5 seconds. Pari-mutual dividend, \$39.80. Cash sweep:—\$229.95, \$65.70 and \$32.85.

2.—3.50 p.m.—Gymkhana Stakes.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Grilling race of Ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5 lbs. extra. Non-winning Subscriptions Grilling allowed 5 lbs. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 7 lbs.

A Cup to be run for five times called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 2 for a second and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Race, but in the event of a pony carrying the penalty not winning, 2 lbs. to be deducted next time he starts. Such 2 lbs. penalty without deduction. Penalties accumulate up to 15 lbs. In the event of two or more Ponies tying with the same number of marks after five races have been run the owners shall either divide the value of the Cup which is hereby placed at \$400 or shall run off on a day to be fixed by the Committee not being the same day as the last race for the Stakes but within two weeks thereafter. In the event of a run off the weights to be carried shall be weight for inches as per scale. Entrance fee \$5. 2nd Prize: \$25. Entrance fees to go to winner.

Messrs. Hughes and Jervois Snow Glory, 151lbs. (Mr. Jervois) 1
Mr. Billiard's Daisy, 146lbs. (Mr. Master) 2
Mr. Ellis Kadoorie's Norman Chief, 146lb. (Mr. Kremer) 3
5lbs. penalty.

Also ran:—Bon Moodhui (Mr. Collis Brown), Joss Mighty (Mr. Brutton), Demure (Mr. Gresson), Merry Scott (Mr. Hastings) and Madrigal (Mr. Gegg).

There was plenty of quality in this race, and consequently good time was done. A delay was caused by Demure unhorsing his rider on leaving the paddock and bolting. A good start was effected, with Madrigal leading from Snow Glory and Joss Mighty. Merry Scott bringing up rear. Madrigal increased his lead until going up the hill, when he was gradually overtaken by Snow Glory, who forged to the front and won com-

fortably by two and a half lengths, Daisy having spurred finely into second place. Norman Chief was three more lengths away.

Time, 2 mins. 5.1-5-secs. Pari-mutual dividend \$10.78. Cash sweep: \$519.75, \$148.50 and \$74.25.

Ladies' Nomination. Three Furlongs Scurry.—For China Ponies, Subscription Grilling of any season and bona fide Polo Ponies certified as such by the Secretary Hongkong Polo Club and which have been regularly played prior to the April 1, 1912. Catch weights 152lbs. Winners of races including races on off day and at all Gymkhana and Regimental Meetings of one race 7 lbs. extra, of two races 14 lbs. extra and of three or more races 21 lbs. extra. Jockeys who have won more than 3 official races in Hongkong, Shanghai or Tientsin penalised 5 lbs. Ponies to be nominated by a Lady.

Entrance fee \$5. First and Second Prizes for ladies presented by the Gymkhana Club. Owners of winning Pony to receive \$50.

Mr. H. P. White's Defford, 160lbs. (Mr. Master) 1
nominated by Mrs. C. H. Humphreys
Mr. C. M. Meyer's Rheinland, 152lbs. (Mr. Hastings) 2
nominated by Miss E. Haako
Comdr. Lamb's Fauling, 152lbs. (Mr. Gresson) 3
nominated by Mrs. Laydow

Also ran:—Tregoa (Mr. Jervois), White Heather (Mr. Gegg), Persius (Capt. G. T. Brierley), and Kongsi (Mr. Collis Brown).

Persius was first away, with Tregoa second but in the dash up the straight Defford was an easy winner by three lengths, Rheinland heading off Fauling by half a length.

Time, 1.5 secs. Pari-mutual dividend, \$10. Cash sweep, \$598.50, \$171 and \$85.50.

Tent pegging in pairs.—Two runs. Competitors must be mounted on China Ponies. Two small cups to be presented to the winning pair at each competition and at the conclusion of the Season a Trophy will be given to the Pair scoring the highest aggregate of points, all meetings included. To provide for sickness or absence from the Colony a new member may be introduced into a Pair in one competition but not more. In order to win the aggregate Trophy the same Pair must have competed in not less than four competitions. Any pair whether competing for the Trophy or not may compete for the small cups. Entrance free.

Only four pairs competed, Mr. C. H. Ross and Mr. R. F. C. Master putting up the best performance and being awarded 19.1-2 points. Mr. G. C. Moxon and Mr. M. H. Logan gained 17.1-2 points, Capt. G. T. Brierley and Mr. O. Lawder 15.1-2 points and Capt. Agg and Mr. Jervois 12.1-2 points.

Pari-mutual dividend, \$99.50. Cash sweep, \$481.95, \$137.70 and \$68.85.

One Mile Flat Race.—For Subscription Grilling of any season. Weight for inches as per scale. Winners of one race 5 lbs. extra, of two or more races 10 lbs. extra. Unplaced Runners allowed 5 lbs. To be ridden by Jockeys who have not had more than five winning mounts in Hongkong, Shanghai or Tientsin. Entrance fee \$5. 1st Prize: \$100. 2nd Prize: \$25.

Mr. H. P. White's Defford, 160lbs. (Mr. Gresson) 1
Mr. Slade's Esperando, 157lbs. (Mr. Master) 2
Mr. Ellis Kadoorie's Mogul Chief, 155lbs. (Mr. Jervois) 3
5lbs. penalty.

Also ran:—White Heather (Mr. Hastings), Reformer (Mr. Seth), Ballybrook (Mr. Collis Brown), Firebrand (Mr. Whitmore) and Lots of Time (Mr. Kremer).

Ballybrook took the lead at the outset, followed by Ashington and Mogul Chief, this order being maintained until going up the hill, when Mogul Chief got in front, being challenged by Reformer. Esperando came along with a grand burst, but Defford raced in even better and won by a length and a half, Esperando being closely pressed by Mogul Chief.

Time, 2 mins. 11 secs. Pari-mutual dividend, \$27.30. Cash sweep, \$611.10, \$174.60 and \$87.30.

One and a quarter mile Flat Race. Handicap.—For all China Ponies. Jockeys who have won more than 5 official races in Hongkong, Shanghai or Tientsin penalised 7 lbs. Entrance fee \$5. First Prize: \$100. 2nd Prize: \$25.

Father O'Flynn's Rosyth, 152lbs. (Mr. Gresson) 1
Messrs. Hughes and Jervois Favonius, 156lbs. (Mr. Jervois) 2
Mr. Ellis Kadoorie's Norman Chief, 148lbs. (Mr. Seth) 3

Also ran:—Joss Mighty (Mr. Brutton), Madrigal (Mr. Hastings), Kerry (Mr. Kremer), Birlingham (Mr. Whitmore), and Brushwood Boy (Mr. Asger).

A false start was made, Kerry throwing his rider, but the pony evoked applause by turning and trotting back to the starting point. The field got well away, Favonius leading, to be immediately displaced by Rosyth. Down the straight Madrigal got in front, but Rosyth came again and held a substantial advantage at the three quarter mile post, eventually winning well by two lengths from Favonius. In the last few yards Norman Chief came through and deposed Kerry for third place.

Time, 2 mins. 40 secs. Pari-mutual dividend \$10.80. Cash sweep: \$630, \$180 and \$90.

PIPES.

Of those boons, and they are many, which modern man is permitted to enjoy in peace, but as a result of generations of persistence under persecution, the pipe is a notable example. Up to quite recent times, the pipe-smoker was anathema in polite society; he was compelled, in the interests of domestic tranquillity, to indulge his habit more or less in secret, to hide his pipes, and to profess, in public, a marked taste for the more refined cigar or even for the alfin cigarette. Those days have passed; pipe-smoking man has conquered. If he is not yet universally approved, he at any rate is tolerated. But how many smokers, enjoying that serene content which rises, with each soothing smoke wreath, from a well-seasoned briar, know what their predecessors have suffered that this joy might be the legacy of posterity?

The "striking habit," at one period of its history, produced a mass of censorious literature which bulked almost as large as that directed against witchcraft. Popes Urban VIII. and Innocent XI. issued decrees prohibiting it. Several Turkish Sultans ordained that any person found smoking should suffer the penalty of having his pipe thrust through his nose; while, in Russia, the nose of the detected smoker was cut off!

In Ancient Mexico, pipes were smoked, as has been recorded by Cortes' historian, and the tobacco was mixed with aromatic substances. So that the now popular smoking-mixtures are not of modern invention. The Mexicans compressed the nostrils with the fingers and inhaled the smoke; moreover, frequently they swallowed it. Their pipes often were of silver. But, although these Aztec pipes sometimes are regarded as the earliest known, the oldest, properly, are those which have been recovered from the prehistoric tumuli of the Mississippi Valley. They are in stone, of various kinds, and some of them carved in the form of human heads and in the shapes of various animals, birds, and reptiles. All have a broad base, perforated, and forming a stem. Among the creatures represented are bears, beavers, seals, frogs, serpents, and many kinds of birds. But the examples (of which but two or three would appear to have been found) representing tussock elephants, have proved the most interesting to American archaeologists; for their discovery gave rise to the theory that the unknown people who fashioned them must have existed contemporaneously with the long extinct mastodon.

It is a matter of doubt whether the use of tobacco in any form was known in the East prior to the discovery of America. There would seem to be some ground for supposing that the Chinese were familiar with it at an earlier date. However this may be, it is a fact that Oriental tobacco-pipes differ materially from those in use in Europe, whether they be the rude Abahdeh serpentine pipes or the hookahs of the "luxurious Turk." The latter form of pipe, sometimes known by its Persian name, narghileh, is distinguished by its flexible tubes and its bottle to contain perfumed water. The same form appears, too, in the hubble-bubble of India, in which, however, the water vessel usually is made from a coconut shell.

The North American Indian outburst, or pipe of peace, and the tomahawk-pipe, or pipe of war are examples perhaps more interesting in their symbolic significance than in their peculiar formation. The former, having a reed or wood stem, painted red and about two feet and a half long, is decorated with feathers and has a bowl, usually, of red soapstone; while the latter does duty both for pipe and hatchet. The early history of these pipes is somewhat obscure; but theorists there are who would adduce the existence among the Indian tribes in proof of a descent from the tobacco-pipes of the Aztecs. Excepting such Aztec pipes, of course, none were known in Europe earlier than the latter part of the 16th century.

Towards the end of the 18th century, pipes of porcelain were made at Sevres, Chelsoe, Ureodon, and other famous European porcelain manufactories; and porcelain pipes, though of a common kind, and generally with wooden stems, still are made in large quantities in Germany, and principally for German use. The famous Meerschaum pipes, made in such large numbers in Austria, are quite distinct from these pipes of prepared clay. Meerschaum (epithelite) is a mineral found chiefly in Europe, at Hrubshitz, in Moravia, and at Sebastopol, in Turkey. In Asia it also occurs in abundant alluvial deposits, notably at Eski-shehr. It is also found in Spain and in North Carolina. The German name, "meerschaum," or "sea froth," was ignorantly given to it by reason of its having been found on the seashore, in peculiarly smooth, snow-white lumps. "If it was imagined to be petrified sea foam. Practically all the meerschaum that is found is made into pipes, but, as it has, in its natural state, a soft and soapy consistency, and makes a lather with water, it is sometimes employed by the Turks as a substitute for soap, and is used for that purpose in the Moorish baths of Algiers.

Although pipe-smoking is a custom of comparatively recent date, the varieties of pipe, if we include those in use by uncivilised peoples, are too numerous for mention. One of the most singular, perhaps, is that which occurs in the Zambesi district of East Africa, its stem being formed of an entire antelope's horn, and one of the most modern, so far as its use in England is concerned, the calabash which seems to have been introduced not from tropical America, where the tree is indigenous, but from South Africa, during the time of the late Boer War.

"THE GARTER."

Sir Edward Grey's New Honour.

Sir Edward Grey is the third Knight of the Garter since Sir Robert Walpole to sit in the House of Commons, the other two being Lord North, the Minister who lost us our American colonies; and Viscount Palmerston. Most of the original members of the Order were commoners, and one can hardly call Sir Robert Walpole the first commoner to be a Knight even in modern times. That distinction belongs to Admiral Montagu, afterwards Earl of Sandwich, who played a large part in the restoration of Charles II. Not only Gladstone and Sir Robert Peel but William Pitt the younger are said to have declined it.

The Garter accepted by Sir Robert Walpole got him into hot water in the House of Commons. In answering his opponents on the subject he said: "Is ambition imputed to me? Why do I still continue a commoner—I who refused a white staff and a peerage? I had indeed like to have forgotten the little ornament about my shoulders which gentlemen have so repeatedly mentioned in terms of sarcastic obloquy. But surely, though this may be regarded with envy or indignation in another place, it cannot be supposed to raise any resentment in this House, where many may be pleased to see those honours which their ancestors have worn restored to the Commons."

BLACK EYES AT 'FUNERAL.'

Undergraduates' Farewell to Fellow Student.

In order to show their sympathy with an undergraduate who had been "sent down," Cambridge students arranged a mock funeral of imposing proportions. Unfortunately, the "hearse"—a cab bearing the words "Alas! my poor brother"—got left in the rear, and realising that if it was the last to reach the station there would be some difficulty in getting the "body" into the train, the hearse dropped out of the procession half-way and took a short cut for the station. Although rain fell heavily, it in no way damped the ardour of the students. The "corpse" had black eyes, and it was noticed that out of respect most of the "followers" also had black eyes. The procession consisted of about fifty vehicles when it started, but these were considerably augmented by the time the cortege reached the station. At the head of the procession was a mock policeman with a very red nose, who was followed by clowns with swinging bladders and two men carrying a banner on which was inscribed "Here to-day and gone to-morrow." Much amusement was caused by a group of horsemen, most of whom were in sackcloth and ashes. Another feature of the procession was a large motor-car crowded with terrible-looking ruffians, who were designated "Motor Robber Gang from Paris: Exclusive Engagement."

DEATH OF MRS. J. A. DAVID.

Result of a Carriage Accident.

It is with deep regret that we announce the death of Mrs. David, wife of Mr. A. J. David, senior partner of the well-known firm of Messrs. A. J. David & Co. of Hongkong, Shanghai etc., which occurred at Bombay, on Saturday.

Mrs. David was well-known in the Colony where she resided for a number of years with her husband and family. The sad news will be received with keen regret by all who knew her.

Death was due to the injuries Mrs. David received in a carriage accident which occurred at Mahabeshwar on January 28. The deceased lady, accompanied by her daughter, was on a visit to India from England.

Hotels.

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Hongkong, 20th April, 1911.

J. H. TAGGART,
Manager. [25]

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Hongkong, 2nd Mar., 1911. [55 27]

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H. HAYNES, Manager.

Hongkong, 16th Jan., 1912. [95]

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The Hongkong Telegraph.

HONGKONG, MONDAY, APRIL 15, 1912.

A SHRINKAGE OF CREDIT.

Now that the strike at Home is over, it is worth considering
what effect it will have on trade. Reuter, in a recent telegram, an-
nounced that in some towns a boom is expected. It is an expectation
that will not be realised for some time to come, and no student of
economics would ever anticipate a boom following an event which
must have caused a shrinkage of credit. It has to be remembered
that the great bulk of the trade of the world is carried on by means
of credit, instruments of credit forming a cheap and elastic medium
of exchange. In international trade money payments are necessary
only to balance the varying values of the orders issuing from differ-
ent countries, and in internal trade the credit system enables the
distribution of goods to be carried on with a very much smaller
amount of gold than would otherwise be requisite. This obviates
the serious economic evils experienced so generally in the middle
ages from the insufficiency of the money available to carry on dis-
tribution efficiently.

When credit falls in any country its first effect is to increase
the wages of capital relatively to those of labour; that is to say, in-
terest rises and wages fall. Moreover, most manufacturing and
mercantile transactions are carried on upon the marginal theory.
Thus, for example, \$10,000 may be deposited as security for a
year's supply of raw cotton amounting to the value of \$100,000.
When credit falls, and the manufacturer cannot raise more than the
\$10,000, he can obtain only a smaller supply of raw material, and
is compelled to dismiss some of his workmen or to work his mill on
short time. Moreover, the restrictions of production, and of distri-
bution combine to cause a general rise in prices.

When credit improves, more wealth is devoted to production.
In other words, the amount of capital invested in industry increases.
The result of this is, in the first place, an increase in the total pro-
duct, which benefits all classes; and in the second place, an increase
in the production of the product received in wages by labour rela-
tively to the proportion received by capital as interest. Even
Karl Marx observes that the faster capital increases and extends the
more happy is the lot of the worker. The replacement of the old
system of hoarding money by the modern one of deposits in Banks,
including Saving Banks, is a consequence of the development of the
credit system in general and the banking system in particular. It
largely increases the amount of available capital in the country, the
Banks forming reservoirs which accumulate large amounts of
Capital, much of which comes in in the shape of infinitesimally
small contributions.

In addition to the general effects of increase of capital, its
accumulation in large amounts renders it possible to carry out large
undertakings, National, Municipal, and by private corporations, and
enables the services of the ablest engineers and captains of industry
to be secured and utilised, to the benefit of the country generally.
A sudden collapse or great shrinkage of Credit is therefore a serious
matter. It gives rise to a general feeling of hopelessness and
accompanying lack of enterprise. And that is what must happen
as the result of the strike, the effects of which will be felt for some
considerable time to come.

DAY BY DAY.

Presumption is inordinately in-
terwoven with every beginning
that the world has ever seen.

To-day's Paper.

A special article dealing with
the career of Lieut.-General Sir R.
S. Baden-Powell appears on this
page. On pages 5 and 8 is a special
description of the V. R. C. boxing
tournament. Other local sport
will be found on page 8. The
report of the Famine Relief Com-
mittee appears on page 5.

A lengthy list of additions to
the Telephone Directory has just
issued.

A man aged about 30 years
was found dead on the Fukata
Maru yesterday.

Three dead bodies have been
found by the police in different
parts of the Colony.

For opium smoking in Stanley,
a man was fined at \$15 at the
Magistracy this morning.

A child fell from the top floor
of 203, Des Voeux Road, on Sun-
day evening, and died whilst
being removed to the hospital.

At the Magistracy this morn-
ing seven men were fined \$3
each, for gambling in a house in
Reclamation Street, Yau-mati,
on Saturday night.

The following is the return of
visitors to the City Hall Library
Museum for the week ending
April 14, 1912:—

| | Library. | Museum. |
|------------------|----------|---------|
| Non-Chinese..... | 388 | 158 |
| Chinese..... | 190 | 2,553 |
| Total..... | 568 | 2,711 |

Forty pieces of silver, weigh-
ing fifty taels each were unearth-
ed from a subterranean pit in
Wuchang, not far from General
Li's Yamen. The sum is now in
the hands of the General, who
will see that it is turned into
good use for the benefit of the
public, says the "Hankow D.
News."

Capt. C. B. Mullins, R.M.L.I.,
Plymouth division, who was
formerly attached to the
Tamar at Hongkong, has been
selected to relieve Capt. F. J.
Sanders, D.S.O., R.M.L.I., as In-
telligence Officer at Singapore in
May. Capt. Mullins is a non-in-
law of Sir Henry Berkeley.

Capt. Hubert Lynes who has
served in the Fleet for close upon
a quarter of a century, has been
appointed to the Minotaur,
flagship of the China Squadron,
for service ashore at Hankow.
He was recently promoted to his
present rank from command of
the sloop Cadmus.

Mr. W. V. Drummond, who is
leading counsel in the case before
the Chief Justice to-day, is a
member of the Shanghai Bar.
This is by no means his first ap-
pearance in the courts here, for
he has been the hero of many
legal fights in Hongkong in-
cluding the notable case of
Gorham v. Potts which was fought
some fourteen years back. Forty
years ago he practised at the bar
in Hongkong.

The official returns of the
Medical Officer for the week
ending April 13, records 155
deaths among Chinese through
plague. The cases totalled 175,
the return of communicable dis-
eases states that there were 30
deaths (all Chinese from bubonic
plague; 1 imported; 4 deaths
out of 8 cases of enteric fever
and 21 deaths out of 27 cases of
small-pox (1 Indian, 26 Chinese).

Commissioner of Chinese Customs.

Mr. A. H. Harris, commis-
sioner of the Chinese Customs at
Kowloon, left for Hongkong by
Delta on twelve months leave.
It is understood that he will not
return to the position he has just
left. Apart from his official
duties which have been carried
out with much tact and smooth-
ness, Mr. Harris took a strong
interest in many sides of life in
the Colony. His successor is Mr.
E. G. Lowder, at present Com-
missioner of Customs at New-
chwang.

SIR R. S. BADEN-POWELL.

HERO OF MAFKING VISITING HONGKONG.

SKETCH OF CHIEF SCOUT'S CAREER.



LIEUT.-GENERAL SIR R. S. BADEN-POWELL, K.C.B., C.V.O.,
L.L.D., F.R.G.S., Founder of the British Organization of Boy Scouts
to promote good citizenship in the rising generation.

Some time ago we announced
that Lieut.-General Sir R. S. Baden-
Powell was undertaking a world
trip in the interests of the Boy
Scout movement. He is expect-
ed to arrive at Hongkong at six
o'clock to-morrow morning by
the "Luftzow."

In an interview with Mr. Crow-
ther Smith, a local Solicitor, who
takes a keen interest in the Boy
Scout movement, a "Telegraph"
representative was informed that
a telegram had been sent to
General Baden-Powell at Shang-
hai on behalf of the local Scouts.
In a long wire the chief Scout
replied that he would prefer not
to be met officially by the Scouts
as proposed.

Extensive preparations had
been made in Hongkong for his
arrival, and on Saturday there
was a special parade of the boys.

The visit is entirely unofficial
and the news that General Baden-
Powell was to visit the Colony
came as a surprise to those in
official circles. Captain Taylor,
A.D.C. to the deputy Governor,
will in all probability receive
him and extend an invitation to
Government House.

HIS CAREER REVIEWED.
Lieut.-General Sir Robert
Stephenson Smythe Baden-Powell,
K.C.B., C.V.O., L.L.D., F.R.G.S.,
was born on February 22nd, 1857,
and is consequently 55 years old.
He is a son of Rev. Prof. Baden-
Powell, of Oxford and Langton
Manor, and of Henrietta Grace,
daughter of Admiral W. P.
Smythe, K.S.F. He is unmarried.
Following his education at Char-
terhouse, he joined the 18th
Hussars in 1876, and served in
India, Afghanistan and South
Africa. He was Assistant Mil-
itary Secretary in South Africa
from 1887 to 1889, and held the
same office in Malta from 1890
to 1893. Thereafter he was on
special service in Ashanti, in
command of the Native Levies,
1895 (star, brevet Lieut.-Colonel);
Chief Staff Officer in the cam-
paign in Matabeleland from
1896-7, Colonel of Irregular
Hussars, South Africa; promoted
from 13th Hussars to command
of the 5th Dragoon Guards, and
commanded the defence of Mafek-
ing in 1899-1900. For that ser-
vice he was promoted to Major-
General, and continued at work
in the Transvaal. He organized
the South African Constabulary
and was their Inspector-General
from 1900 to 1903, and Inspector-
General of Cavalry from 1903 to
1907.

The Boy Scouts.
In 1908 he was appointed
Lieut.-General commanding the
Northumbrian Territorial Divi-
sion, and the same year founded
the organization of Boy Scouts
to promote good citizenship in
the rising generation. He has
written several books, including
"Pig-sticking or Hog-hunting,"
1890; "Vedette," 1890; "Cavalry
Instruction," 1895; "The Down-
fall of Premph," 1896; "The
Matabele Campaign," 1896;
"Aids to Scouting," 1899; "Sport
in War," 1900; "Sketches in
Mafeking and East Africa,"
1907; and "Scouting for Boys,"
1908. He exhibited some sculp-
ture in the Royal Academy in
1907. His recreations are given
as pig-sticking (he being a win-
ner of the Kadir Cup), golf, polo
and big game shooting, while he
belongs to the Naval and Military,
Cavalry and Beeston Clubs.

A Lover of Peace.
He has now retired from the
army, and though once one of
the most famous fighting men of
modern times, Sir Robert Baden-
Powell is an enthusiastic believer
in world-wide peace, and as a
result of his interest in the Boy
Scout movement it has been taken
up by twenty different nations.
He believes that by inter-
esting the youth in an
organization such as the
Boy Scouts the doctrine of uni-
versal peace may be more easily
instilled into their lives.

"Be Prepared."
At the beginning of the Boer
War, General Baden-Powell was
sent to South Africa. Following
out his belief in preparedness,
[the motto of the Boy Scouts is:
"Be Prepared!"] he set about
to make Mafeking, the scene
of his command, as nearly im-
pregnable as possible. He
showed of what stuff he is made
when, with only 1,200 irregulars,
he held Mafeking against a siege,
led by Cronje, which lasted from
October 13, 1899, till May 16,
1900.

That the hero of Mafeking and
leader of Boy Scouts has a grim
humour, the following letter, in
reply to that of a Boer general
who said he had heard that Baden-
Powell's men played cricket
matches on Sunday, and proposed
to send his Boers to take part,
shows. He wrote:

"I have to thank you for your
letter of yesterday, in which you
propose that your men should
come and play cricket with mine.
I should like nothing better—after
the 'match' in which we are at
present engaged is over; but just
now we are still at our innings,
200 days, not out, against the
bowling of Cronje, Snyman,
the Botha, and Eloff, and we are hav-
ing a very enjoyable game.—I
remain," etc.

LEGISLATIVE COUNCIL.

This Afternoon's Meeting.

A meeting of the Legislative
Council was held this afternoon,
in the Council Chamber.

His Excellency the Officer Ad-
ministering the Government, the
Hon. Mr. Claud Severn presided
and there were also present:—

His Excellency, Major General
Anderson, General Officer com-
manding the troops.

The Acting Colonial Secretary,
Mr. C. Clementi.

The Attorney General, the Hon.
Mr. Rega Davies.

The Colonial Treasurer, the
Hon. Mr. A. M. Thomson.

Director of Public Works, the
Hon. Mr. W. Chatham.

Registrar General, the Hon.
Mr. E. R. Hallifax.

Capt. Superintendent of Police,
Capt. F. J. Bodeley.

The Hon. Dr. Ho Kai.

The Hon. Mr. Wei Yuk.

The Hon. Mr. H. E. Pollock, K.C.

The Hon. Mr. E. A. Hewett.

The Hon. Mr. E. Osborne.

The Hon. Mr. C. H. Ross.

The Clerk to the Councils Mr.
C. H. Crofton.

Finance

The following financial minutes
were brought before the notice
of the Council by the Hon.
Colonial Secretary, and referred
to the finance committee.

The Officer Administering the
Government recommends the
Council to vote a sum of one thou-
sand three hundred and sixty-
seven dollars in aid of the vote
Treasurer, A.—Treasurer's office,
personal emoluments, European
detective for protection of revenue
under Stamp, Liquor and other
Ordinances.

The Officer Administering the
Government recommends the
Council to vote a sum of four
thousand dollars in aid of the
vote Public Works, extraordinary,
buildings, Post Office.

The Officer Administering the
Government recommends the
Council to vote a sum of one
thousand three hundred dollars
in aid of the vote Public Works,
extraordinary, buildings, Light-
house and Quarters, Kap Sing
Island.

The Officer Administering the
Government recommends the
Council to vote a sum of four
hundred and twenty-four dollars
(\$27. 0s. 9d. at 1s. 9d. equals
\$4.24) in aid of the Head Pension
A.—Civil, Pension of the Chief
Justice.

The Hon. Mr. Hewett at the
outset said he intended to oppose
the above minute, as he had
already pointed out to His Excel-
lency, and he would rather make
such remarks that he had to make,
in full council than before the
finance committee. "The vote
before them was for \$37,000 Head
pensions, pension for the Chief
Justice. The unofficial mem-
bers of the Council had not as yet
been informed of the details of
the proposed vote, but he found
that many if not all the un-
official members were fully
acquainted with the details of
the case. The vote as he
understood it practically
amounted to a permanent increase
in the pension of the Chief Justice
over and above the pension he is
entitled to under the terms of his
service under the Government.
The sum did not seem to be a
large one; they were asked
now for \$37,000, but it was
an additional vote for 1912. The
Chief Justice, he understood, re-
tired at the end of the month and
presumably the additional vote
asked for was for the remaining
two-thirds of the year. If they
passed this vote they were practi-
cally admitting the principle that
an official was entitled by vote of
the Legislative Council to draw a
larger pension than he would have
done in ordinary circumstances.
After this year having once passed
the vote they would be called upon
to pass a vote for something like
\$57 per annum for the rest of the
life-time of the Chief Justice
which they trusted would be for
many, many years. The point

Before putting the question to
the vote, His Excellency said that
one of the reasons actuating the
Government in proposing the
increase in the pension was that
it was customary in the public
service to grant a retiring official
three months' leave on full
salary prior to his retirement.
This had the effect of increasing
his pension by three months' ser-
vice and in many cases had the
effect of increasing the number
of years of service by one. In the
case of Sir Francis Piggott it had
not been possible to grant him
full pay leave, but if the three
months, which he referred to,
had been granted it would have
had the effect of increasing his
pension, by the sum for which the
government now asked. That
reason had weighed with the
Government as well as the fur-
ther fact that the case would not
form a precedent.

The Hon. Mr. E. Osborne:—I
should like to say that when I
came into the room it was with an
open mind. I seconded the motion
as a matter of form and having
heard the argument, I shall not
vote in favour of the amendment.

The Hon. Mr. Hewett demand-
ed a poll of the members with
the result that the amendment
was lost by eleven votes to six.

His Excellency the Officer Ad-
ministering the Government is
dining with the Volunteers to-
night on Saturday next.

which he wished to make was that
the vote was suddenly put before
the Legislative Council, and
they were asked to increase
the pension of the second highest
paid official in the colony who
had only served them for seven
years. The Chief Justice had
only been in the colony seven
years and had, altogether, been
in the Government service 18
years, and he was retiring with a
pension considerably over \$700
a year. They were now asked to
increase it by 12.1-2 per cent.
He could not conceive how any
sound precedent could be
brought forward why the vote
should be passed. He was op-
posed to it on principle and what-
ever the result of that discussion
might be he would ask His Excel-
lency to be good enough to
pass the discussion upon the vote
direct to the Secretary of State.
All the years he had been in
Hongkong he had never known
such an application come before
the Legislative Council, and he
could only think it was due to the
high position of the official, to
his persistence, and he might
say, his excessive impetuosity
that the matter had ever
come so far as the Legislative
Council. He begged to move
the rejection of the minute.

There was no second at first
but at last the Hon. Mr. E.
Osborne said:—For the sake of
form, Sir, I beg to second that.

The Hon. Mr. H. E. Pollock
K.C. said he could not agree with
what had fallen from the hon. mem-
ber, representing the chamber
of Commerce. No doubt if the
learned Chief Justice had served
a few months longer he would
have been entitled to the extra
pension, which it is proposed
should be given him. There was
no doubt also that in the normal
course of events which existed
when he came into the Colony,
the Chief Justice would have
served the extra time and earned
the extra pension, but since he
arrived a special ordinance had
been passed enabling certain
officials in the Colony to be
retired at the age of 60 years
and if the ordinance had not
been passed, since the appoint-
ment was taken up by the Chief
Justice, he would have served
the additional three months and
earned the pension. He quite
agreed with the danger of creat-
ing a precedent but he thought
it necessary in that case as it
was one of exceptional character
and in the circumstances the
vote should be passed.

The Hon. Mr. C. H. Ross, also
remarked that he could not agree
with the Hon. Mr. Hewett. He
thought he had allowed the idea
of principle to override his sense
of justice. The Chief Justice
came here under certain rules and
if those rules still existed he would
have been entitled the pension a
few months hence. The fact
that a change had been made
in the rules was not his,
the Chief Justice's, fault,
and he, the speaker, would
like to support all that the Hon.
Mr. Pollock said.

Before putting the question to
the vote, His Excellency said that
one of the reasons actuating the
Government in proposing the
increase in the pension was that
it was customary in the public
service to grant a retiring official
three months' leave on full
salary prior to his retirement.
This had the effect of increasing
his pension by three months' ser-
vice and in many cases had the
effect of increasing the number
of years of service by one. In the
case of Sir Francis Piggott it had
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night on Saturday next.

Shipping

CANADIAN PACIFIC RAILWAY COMPANY'S.
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"EMPEROR LINE."

Sailings from Hongkong and Quebec.

"E. of India" ... Satur. April 20 "E. of Ireland" ... Fri. May 17.
"E. of Japan" ... May 11 "Allan Line" ... June 7.
"Monteagle" ... June 1 "E. of Britain" ... June 28.

All steamers leave Hongkong at 6 P.M.

To Vancouver, B.C., calling at Shanghai, Nagasaki through the Inland Sea of Japan, Kobe, Yokohama and Victoria, B.C.
Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
D. W. Craddock, General Traffic Agent,
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INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On
TIENISIN CHIPSING Tuesday, 16th April, Noon.
SHANGHAI HANGSANG Thursday, 18th April, Noon.
OHINWANTAO ONSANG Saturday, 20th April, Noon.
SANDAKAN MAUSANG Saturday, 20th April, Noon.
MANILA YUENSANG Saturday, 20th April, 2 P.M.
SINGAPORE, PENANG & CALOUTTA NAMSANG Monday, 22nd April, Noon.
SHANGHAI, KOBE & MOJI KUTSANG Tuesday, 23rd April, Noon.
MANILA LOONGSANG Saturday, 27th April, 2 P.M.

RETURN TOURS TO JAPAN (Occupying 34 days).

The steamers "Kutang," "Namsang" and "Pongsang" leave about every 8 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze-Ports, Chefoo, Tientsin, via Chingwantao.

Taking Cargo on Through Bills of Lading to India, Lahad Data, Singapore, Penang, Usukan, Java and Labuan.

For Freight or Passage, apply to **JARDINE MATHESON & CO., LD.**
Telephone No. 215.
Hongkong, 15th April, 1912.

"SHIRE" LINE OF STEAMERS, LD.

PROJECTED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

For Steamers DATE OF DEPARTURE.
LONDON ROTTERDAM & ANTWERP FLINTSHIRE About 15th May.
SHANGHAI, KOBE & YOKOHAMA MONMOUTHSHIRE 1st June.
LONDON & ANTWERP DENBIGHSHIRE 15th June.

These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to **JARDINE, MATHESON & CO., LD., AGENTS.**

Hongkong, 9th April, 1912.

HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
AND THE CHINA NAVIGATION CO., LTD.,
HONGKONG-CANTON LINE.

HONGKONG TO CANTON CANTON TO HONGKONG

MONDAY, 15th APRIL.

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. & 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. & 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 5 P.M.

EXCURSION TO MACAO.

SUNDAY, 21st APRIL.

The Company's Steamship, "SUI AN."

will depart from the Company's WING LOK WHARF at 9 A.M. Departure from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 P.M.

Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 683 Tons, and "NANNING," 559 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days.

Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the office of the

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Opposite the Bank of China.

Shipping

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION

| Destinations. | Steamers. | Sailing Dates. |
|--|--|--|
| SHANGHAI, MOJI, KOBE & YOKOHAMA. | HAKATA MARU, Capt. Y. Nomura, T. 6,000 | WEDNESDAY, 10th April. |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ & PORT SAID. | ATSUTA MARU, Capt. J. Nagao, T. 9,000 HITACHI MARU, Capt. T. Yamawaki, T. 7,000 | WEDNESDAY, 24th April, Daylight. WEDNESDAY, 8th May, at Daylight. |
| VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OMI, & YOKOHAMA. | SAWA MARU, Capt. Iizawa, T. 7,000 SADO MARU, Capt. N. Tanaka, T. 7,000 | TUESDAY, 23rd April, at Noon. TUESDAY, 7th May, at Noon. |
| SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE. | KUMANO MARU, Capt. M. Winkler, T. 6,000 YAWATA MARU, Capt. T. Seino, T. 5,000 | FRIDAY, 12th April, at Noon. WEDNESDAY, 10th May, Noon. |
| BOMBAY via SINGAPORE AND COLOMBO. | WAKASA MARU, Capt. N. Nielsen, T. 7,000 | MONDAY, 15th April. |
| KOBE & YOKOHAMA. | KITANO MARU, Capt. F. E. Cope, T. 9,000 NIKKO MARU, Capt. M. Yagi, T. 6,000 | THURSDAY, 25th April. WEDNESDAY, 8th May, at Noon. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA. | CEYLON MARU, Capt. Y. Tozawa, T. 6,000 TENSHIN MARU, Capt. T. Hori, T. 4,000 | WEDNESDAY, 24th April, SUNDAY, 14th April. |
| KOBE direct. | KAGESHIMA MARU, Capt. W. Wade, T. 5,000 | SATURDAY, 13th April. |
| TAKOW (For moths). | | |

Cargo only.
Fitted with new system of wireless telegraphy.
Calling at Rotterdam after Antwerp.

NEW LINE OF STEAMERS BETWEEN KOBE and CALCUTTA.

Regular fortnightly service from Kobe to Calcutta calling at Hongkong, Singapore, Penang and Rangoon.

The next steamer to sail from Hongkong:

MIKE MARU ... Tons 4,000 ... Capt. K. Kikkawa ... April 12th.

1912 PASSENGER SEASON 1912

FOR EUROPE.

| Steamer | Tons | Captain | From Hongkong |
|---------------|-------|-------------|---------------|
| ATSUTA MARU | 9,000 | J. Nagao | April 24th. |
| HITACHI MARU | 7,000 | T. Yamawaki | May 8th. |
| MIYASAKI MARU | 9,000 | T. Mouri | May 22nd. |
| KITANO MARU | 9,000 | F. E. Cope | June 5th. |

FOR SEATTLE.

| Steamer | Tons | Captain | From Hongkong |
|---------------|-------|------------|---------------|
| AWA MARU | 7,000 | T. Iizawa | April 23rd. |
| SADO MARU | 7,000 | K. Asakawa | May 7th. |
| YOKOHAMA MARU | 7,000 | K. Noda | May 21st. |

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, First Floor, Charter Road.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

| For | Steamers. | To Sail. |
|--|--------------------------------|-------------------|
| MANILA, CEBU & ILOILO. | "TEAN" | 16th April 4 P.M. |
| HAIPHONG (calls H. H. w. for) | "SINOAN" | 18th " Noon |
| SHANGHAI | "CHENAN" | 18th " 4 P.M. |
| MANILA, ZAMBOANGA & AUSTRALIAN PORTS. | "CHANGSHA" | 22nd " 4 P.M. |
| WEIHAWEI & TIENTSIN | "HUICHOW" | 27th " 4 P.M. |
| ORBIT SAILING TO WEST RIVER, TWICE WEEKLY. | S.S. "LINTAN" and S.S. "SANUI" | |

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA LINE.—Two "one steamers" "Teon" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck, aft. Saloon accommodation of s.s. "Kallong" is situated on deck, aft.

SHANGHAI LINE.—FAST SCHEDULE TWICE-SUREW STEAMERS (Anhui, Chosen, Lian, Ohinwa)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wosung.

Reduced Fares:—Single \$15. Return \$75.
For Freight or Passage apply to BUTTERFIELD & SWIRE.

15th April, 1912.

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Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Genoa, and other Red Sea ports, Levantine, Black Baltic Sea and ports, and all North and South American Ports.

Next Sailings from Hongkong:

OUTWARD.

For Shanghai, Kobe & Yokohama:

S.S. SITHONIA ... 20th April

ANDALUSIA ... 30th April

BAYERN ... 10th May.

For Further Particulars, apply to—

HOMEWARD.

For Marseilles, Havre & Hamburg:

S.S. SAHSEN ... 6th May.

For Rotterdam, Hamburg & Antwerp:

S.S. O. J. D. ABLERS ... 4th May.

For Havre, Bremen & Hamburg:

S.S. C. F. LABISZ ... 12th May.

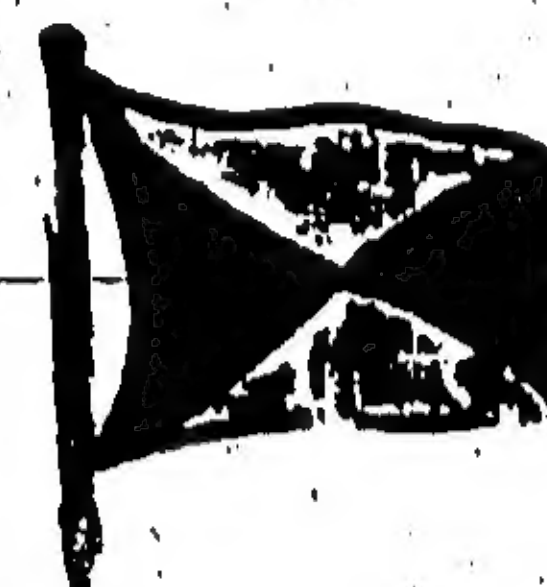
For Marseilles, Havre & Hamburg:

S.S. SITHONIA ... 30th May.

For Rotterdam, Hamburg & Antwerp:

S.S. ARODIA ... 31st May.

Hamburg-Amerika Linie, Hongkong Office.



HONGKONG—PHILIPPINES. PHILIPPINES STEAMSHIP CO

| Steamship | Tons | Captain | For | Sailing Date |
|-----------|------|--------------|------------------------------------|------------------------------|
| ZAFIRO | 4000 | M. C. Smith | Manila, Mangarin, Iloilo and Cebu. | SATURDAY, 20th April, 4 P.M. |
| RUBI | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu. | TUESDAY, 30th April, 4 P.M. |

For Freight or Passage apply to

SHEWAN TOMES & CO, GENERAL MANAGERS

Hongkong 10th April, 1912

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA and JAPAN.

| Steamer | From | Expected on or about | For | Will leave on or about |
|-------------|----------|----------------------|----------|------------------------|
| Tjilmanoeck | JAVA | — | JAPAN | 1st half April. |
| Tjitaroen | JAPAN | 1st half April. | JAVA | 2nd half April. |
| Tjibodas | SHANGHAI | 1st half April. | JAVA | 2nd half April. |
| Tjilwong | JAPAN | 1st half April. | JAVA | 2nd half April. |
| Tjilatjap | SHANGHAI | 2nd half April. | JAVA | 1st half May. |
| Tjimahi | JAVA | 2nd half April. | SHANGHAI | 1st half May. |
| Tjipanas | JAVA | 1st half May | JAPAN | 1st half May. |
| Tjikini | JAVA | 2nd half May. | SHANGHAI | 2nd half May. |

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the **JAVA-CHINA-JAPAN LIJN,** Telephone No. 375, York Building.

TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

SAN FRANCISCO LINE

Connecting with the Western Pacific railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

| Steamer | Tons | Captain | Date of sailing |
|--------------------|--------|---------------|------------------|
| S.S. "Chiyo Maru" | 21,000 | W. W. Green | May 7th, Noon. |
| S.S. "Nippon Maru" | 11,000 | A. G. Stevens | May 28th, Noon. |
| S.S. "Tenyo Maru" | 21,000 | E. Bent | June 4th, Noon. |
| S.S. "Shinyo Maru" | 21,000 | H. S. Smith | June 25th, Noon. |

These steamers are equipped with Turbine Engines and Triple Scowas. All steamers carry Japanese Government wireless telegraph and post office.

The triple screw steamer "Chiyo Maru" will be despatched for San Francisco via KURLUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA & HONOLULU on TUESDAY, the 7th May, at Noon.

INTERMEDIATE SERVICE.

The steamer "Nippon Maru" will be despatched for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, 28th May, at Noon.

SOUTH AMERICAN LINE.

(In connection with the National Railway of Mexico at Mexanillo and the Tehuantepec National Railway at Salina Cruz.)

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

| Steamer | Tons | Date of Sailing |
|---------------|--------|--------------------------|
| Hongkong Maru | 11,000 | Friday, June 7, Noon. |
| Kiyo Maru | 17,500 | Saturday, Aug. 6, Noon. |
| Buyo Maru | 10,500 | F. day, October 4, Noon. |

For Further Particulars as to Passage and Freight, apply to **K. MATUDA, Agent.**

(KING'S BUILDING Opposite Blake Pier)

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East—15, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 2-3, Poochow Road. YOKOHAMA: 22, Water Street.

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Office Open—11 UPPER GROUND, LONDON, E.C.

LOG BOOK.

The "Largest Steamer."

Records for size in the ocean-steamship world are not held nowadays. The Literary Digest translates from Ueber Land und Meer (Berlin) a patriotic glorification of a new "Goliath of the Ocean" of German construction which the writer is so eager to boast of that he ignores entirely several British liners of the same or nearly equal size. The new ship, now building for the Hamburg-American Line, is to be called the Emperor, and will be launched on the Elbs, Mr. Kerns tells us, in a few months—"such a vessel," he says, "as hitherto man's eye has not beheld." The Emperor will have a gross tonnage of 50,000, outdoing the Olympic and Titanic (45,324 and 45,000), and equalling the Aquitania (50,000), now building. The length of the Emperor over all will be about 900 feet. Says Mr. Kerns, in part:

"It would be an impossibility for a man at the bow of the Emperor to recognize with the unaided eye another standing in the stern. If we think of the Emperor set up on end beside the cathedral of Cologne, the heaven-reaching tower would come only to the second funnel of the steamship. To get a still better idea of the size of the vessels, it may be compared with one of the largest warehouses in the world—the new store of Tietz on the Alexanderplatz in Berlin, which, although forty houses were demolished to make room for it, could be placed entirely inside the Emperor.

The steamship, when complete and fully laden, will displace 50,000 tons. The following figures show much larger she is than the vessels which once held the world's record for size. The Deutschland, once the largest ship of the Hamburg-American line, which at the time she was built, and for ten years after, was one of the wonders of the world, displaced 16,500 tons; the Kaiserin Augusta Victoria, of the same line, 24,000 tons, and the giant of English ocean-liners, the Mauretania, 32,000. Each of the funnels of the Emperor will be so large that a steamer like those which ply on the river Spree could sail through it lengthwise.

"The term 'floating hotel,' often applied to such ships when it is desired to emphasize their bulk, would convey, in the case of the Emperor, an impression for short of the truth. For where in all the world is there a hotel that can hold 5,000 persons at once? None exists of anywhere near such capacity. It is the population of a small city.

"One of the features of the Emperor is entirely new and unprecedented. The first cabin passengers on this ship will have the use of a roomy swimming-pool in a beautiful Pompeian hall. Near by is a suite of rooms for gymnastics.

It will have a promenade deck nearly a quarter of a mile long; a great entertainers' hall two stories high, holding 700 guests, a conversation-room, a smoking-room, a ladies' hall, a winter garden, and a Ritz Carlton restaurant, serving a la carte. It goes almost without saying that the Emperor will be driven by turbines.

What will be the next step on the part of the designers of steamship leviathans? Will the English outbid their German cousins once more; and if this keeps on, how soon shall we reach the monster of one hundred thousand tons?

UNCLAIMED TELEGRAMS.

Eastern Extension.

List of uncolimated telegrams lying in the Eastern Extension Office at Hongkong:—

Bard, Peak Hotel, from Ox-nardcal.

Benjamin, Passenger Austria Lloydiano, from Shanghai.

Boteler, Hongkong Hotel, from Manila.

Captain Hunt, Punjabis, from London-Sub.

Compton, from Manila.

George Desbion, from Manila.

Hunelongue, Fathongkaihow Street, from Port Louis, Mauri-tius.

Jaun Wab, Connaught Road, from Friesland.

Konghaplong, from Manila.

Konhoplong, from Iloilo.

Kwongyak, from Singapore.

Lambert, from Manila.

Leongwa No. 30, Third floor, Pottinger Street, from Bangkok.

Major Alonzo Gray, steamer Yuensang, from Manila.

Mansfield, from Manila.

Mo, from Kuala Lumpur.

Mr. Vong Tong Chez Chaimun-kwok Middle Market, from Sai-gon.

Nichols, from Manila.

Quanglong, Bonham Strand, from Cienfuegos.

Quinan, passenger Korea, from Manila.

Schillge, from Manchester.

Taytianglong, from Samri ng.

Toongyak Crop Sangheang Twenty Main Street, from Kuala-kubu.

Toutonia, from Bangkok.

Yapkonfah, 129, Teokpootow, from Kuala Lumpur.

Yuchufat, from Bangkok.

0082, 3166, 2975, 6887, from Tientsin.

J. M. BECK,
Superintendent.

Great Northern.

The following uncolim d telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

A natolia.

Chaney, E. A., Hongkong Hotel.

Chionang.

Chonghingloong, Mercer Street.

(2)

Chunhingolan, Wing Lok St.

Oudaly, Hongkong Hotel.

Gohkengce Siyau.

Hangeingtai.

Kwonheeyin.

Liese, Passenger Princess Alice.

More Astor.

Pderson Bradley.

0022, 3883, 1344, 7127 (2).

0022, 3883, 2212, 2052.

2480, 0342, 3152, 5887.

2404, 7127.

2905, 1575.

3380, 1344, 5804, 0337, 0077, 0443.

H. K. Station April 14, 1911.

E. V. JESSEN,
Acting Superintendent.

WATER RETURN.

Level and Storage of water in Reservoirs on April 1, 1912.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

| | 1911 | 1912. |
|-------------------------|------------------------------|------------------------------|
| Tytam | 41ft. 4in. below overflow | 44ft. 3in. below overflow |
| Tytam | 41ft. 6in. below overflow | 42ft. 6in. below overflow |
| Tytam | 41ft. 6in. below overflow | 42ft. 6in. below overflow |
| Tytam Inter- mediate | 41ft. 6in. below overflow | 42ft. 6in. below overflow |
| Pokfulum | 41ft. 6in. below overflow | 42ft. 6in. below overflow |
| Wong-nai- chung | 41ft. 6in. below overflow | 42ft. 6in. below overflow |

STORAGE GALLONS.

| | 1911. | 1912. |
|--------------------|-------------|-------------|
| Tytam | 105,845,000 | 105,845,000 |
| Tytam | 105,845,000 | 105,845,000 |
| Tytam Intermediate | 105,845,000 | 105,845,000 |
| Pokfulum | 105,845,000 | 105,845,000 |
| Wong-nai-chung | 105,845,000 | 105,845,000 |
| Total | 529,270,000 | 529,270,000 |

Consumption of water in the City and Hill District during the month of March 1912.

| | 1911 | 1912. |
|------------------------------|---------------|------------------------|
| Consumption | 1,137,777,000 | 1,137,777,000 gallons. |
| Estimated population | 115,710 | 115,710 |
| Consumption per head per day | 17.5 | 17.5 |

Intermittent supply by Rider Main in Rider Main District during the month of March in both years 1911 and 1912.

KOWLOON WATER WORKS LEVEL.

| | 1911 | 1912. |
|---------|------------------------------|------------------------------|
| Kowloon | 41ft. 4in. below overflow | 41ft. 4in. below overflow |
| Kowloon | 41ft. 4in. below overflow | 41ft. 4in. below overflow |

STORAGE GALLONS.

| | 1911. | 1912. |
|--|---------------|---------------|
| Kowloon | 105,845,000 | 105,845,000 |
| Kowloon | 105,845,000 | 105,845,000 |
| Consumption of water in Kowloon during the month of March, 1912. | 1,137,777,000 | 1,137,777,000 |
| Estimated population | 115,710 | 115,710 |
| Consumption per head per day | 17.5 | 17.5 |

Intermittent supply by Rider Main in Rider Main District during the month of March in both years 1911 and 1912.

Public Water Department.

W. CHATMAN,
Water Superintendent.

FAR EASTERN NAVAL SQUADRONS.

| BRITISH. | | | | | |
|---|--------------------------------|--------|------|--------|------------------------------|
| Name | Class | Tons | Guns | I.H.P. | Commander |
| Aurora | Despatch-boat | 1,700 | 4 | 2,000 | Comdr. A. Lowndes |
| Astron | 2nd class cruiser | 4,360 | 10 | 7,000 | Captain E. B. Kiddie |
| Atlas | Admiralty tug | 615 | — | 1,400 | — |
| Bramble | Gunboat | 710 | — | 900 | Com. B. G. Washington |
| Britannia | Gunboat | 710 | — | 900 | Lt.-Comr. J. M. Barker |
| Cadmus | British sloop | 1,070 | — | 1,400 | Capt. H. Lyness |
| Cambrin | 2nd class cruiser | 4,360 | 10 | 7,000 | Capt. J. E. Drummond |
| Cherub | Water tank and tug | 390 | — | 340 | Master W. Smith |
| Clio | British sloop | 1,070 | — | 1,400 | Comdr. H. R. Voale |
| Fame | Torpedo-boat destroyer | 340 | 6 | 5,700 | Lt.-Comr. H. S. Monro |
| Flora | 2nd class cruiser | 4,350 | 10 | 7,000 | Capt. C. F. Corbett M.V.O. |
| Handy | Torpedo-boat destroyer | 295 | 6 | 4,000 | Lt.-Comr. R. R. Rosoman |
| Janus | Torpedo-boat destroyer | 320 | 6 | 3,900 | Lt.-Comdr. Maxwell |
| Kent | Armoured cruiser | 9,800 | 14 | 22,000 | Capt. Allen T. Hunt |
| Kinsale | River gunboat | 616 | — | 1,200 | Lt.-Comr. H. Marryatt |
| Morlin | Surveying ship | 1,070 | 6 | 1,400 | Capt. F. C. G. Pasco |
| Minotaur | Armoured cruiser | 14,000 | — | 27,000 | Capt. G. C. Cayley |
| Monmouth | Armoured cruiser | 9,800 | — | 22,000 | Capt. L. E. Power M.V.O. |
| Moorhous | River gunboat | 180 | 2 | 800 | Lt.-Comdr. G. P. Laith |
| Newcastle | 2nd class cruiser | 4,300 | — | 22,000 | Capt. G. P. E. Hunt D.S.O. |
| Nightingale | River gunboat | 85 | — | 240 | Lt.-Comdr. M. Murray |
| Otter | Torpedo-boat | 385 | 6 | 6,300 | Comdr. Lambie |
| Pegasus | Protected cruiser | 2,135 | — | 5,000 | Comdr. F. H. Mitchell |
| Prometheus | 2nd class cruiser | 2,135 | — | 5,000 | Comdr. P. H. Warleigh |
| Ribble | T.B.D. | 590 | 6 | 7,500 | Lt.-Com. E. J. G. Mackinnon |
| Robin | River gunboat | 85 | 2 | 240 | Lt.-Comdr. J. S. Tyndall |
| Rosario | Depotship for submarines | 980 | — | 1,400 | Lt.-Comdr. N. E. Archdale |
| Sandpiper | River gunboat | 85 | 2 | 240 | Lt.-Com. E. J. J. Touthby |
| Snake | River gunboat | 85 | 2 | 240 | Lt.-Com. Maurice Leslie |
| Taku | Torpedo boat destroyer | 305 | — | 6,000 | Lt.-Comdr. Brickenden |
| Tamar | Receiving ship | 4,050 | 6 | — | Comdr. Eyres |
| Teal | River gunboat | 180 | 2 | 800 | Com. Hon. Guy Stopford |
| Thistle | Gunboat | 710 | — | 900 | Lt.-Com. M. Baillie Hamilton |
| Uak | T.B.D. | 590 | — | 7,500 | Lt.-Comdr. B. W. Blunt |
| Virago | Torpedo-boat destroyer | 390 | 6 | 6,300 | Lt.-Com. H. D. Adair-Hall |
| Waterwitch | Surveying ship | 626 | — | 450 | Lt.-Com. R. L. Hancock |
| Welland | T.B.D. | 590 | — | 57,000 | Lt.-Com. E. T. Chambers |
| Whiting | Torpedo-boat destroyer | 360 | 5 | 5,900 | Lt.-Com. G. B. Hartford |
| Widgeon | Gunboat | 195 | 2 | 800 | Comdr. M. H. Wilding |
| Woodcock | Gunboat | 150 | 2 | 550 | Lt.-Com. M. B. Blackwood |
| Woodlark | Gunboat | 150 | 2 | 550 | Lt.-Comdr. G. F. Mulock |
| Flagship of Admiral Sir A. L. Winsloe, K.C.B., C.V.O., C.M.G. | | | | | |
| Submarines:— | | | | | |
| No. 36 | Lt.-Comdr. Godfrey Herbert | — | — | — | — |
| No. 37 | Lt.-Comdr. A. A. L. Fanner | — | — | — | — |
| No. 38 | Lt.-Comdr. J. R. A. Codrington | — | — | — | — |
| T.B. 035 | Lt.-Comdr. Woodward | — | — | — | West River. |
| T.B. 036 | Lt.-Comdr. Davies | — | — | — | West River. |
| T.B. 037 | Lt.-Comdr. Nicol | — | — | — | West River. |
| T.B. 038 | Lt.-Comdr. Seymour | — | — | — | West River. |

AMERICAN.

| | | | | | | |
|--|------------------------|-------|----|-------|---------------------------|----------|
| Adder | Submarine | — | — | — | Ensign J. M. Murray | Manila |
| Allany | Protected cruiser | 3,430 | 17 | 7,900 | Com. C. S. Williams | Yokohama |
| Bainbridge | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign E. S. Root | Manila |
| Barry | Torpedo-boat destroyer | 420 | 7 | 8,000 | En. Robt. W. Cabaniss | Manila |
| Callao | Gunboat | 213 | 8 | 250 | Ensign Stuart W. Cate | Canton |
| Chamcey | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign L. N. McNair | Manila |
| Chattanooga | Protected cruiser | 3,100 | 10 | 4,700 | Com. John D. McDonald | Amoy |
| Cleveland | Protected cruiser | 3,100 | 10 | 4,700 | Com. Hugh Rodman | Cavite |
| Dale | Torpedo-boat destroyer | 420 | 7 | 8,000 | Ensign F. J. Fletcher | Manila |
| Decatur | Torpedo-boat destroyer | 420 | 8 | — | Ensign C. S. Graves | Manila |
| El Cano | Gunboat | — | — | — | Lt. Com. W. D. Brotherton | Yangtze |
| Helena | Gunboat | 1,397 | 18 | 1,800 | Com. R. O. Bitter | Yangtze |
| Juiros | Gunboat | — | — | — | Lieut. J. W. Schoenfeld | Cavite |
| Mindoro | Gunboat | 170 | 5 | — | Lieut. C. A. Woodruff | — |
| Moccasin | Submarine | — | — | — | Ensign E. D. Whorter | Manila |
| Mohican | Station ship | 1,900 | — | 5,244 | Ensign Robt. V. Lowe | Manila |
| Monadnock | — | — | — | — | — | Cavite |
| Montevideo | Monitor | 4,084 | 4 | 5,200 | Com. H. A. Bishop | Cavite |
| New Orleans | Cruiser | 3,430 | 25 | — | Com. William G. Miller | Yokohama |
| Panpunga | Gunboat | 243 | 8 | — | Lieut. George C. Pogram | Cavite |
| Porpoise | Submarine | — | — | — | Ensign L. O. Van de Carr | Manila |
| Quiros | Gunboat | — | — | — | Lieut. J. W. Schoenfeld | Cavite |
| Rainbow | Cruiser | 6,206 | 14 | — | Lt. Comdr. A. N. Mitchell | Cavite |
| Samar | Gunboat | 242 | 8 | 250 | Ensign N. H. Goss | Yangtze |
| Saratoga | Protected cruiser | 8,150 | 25 | 7,075 | Comdr. Joseph L. Jayne | Yokohama |
| Shark | Submarine | — | — | — | Ensign Nedry M. Jensen | Manila |
| Villalobos | Gunboat | 370 | 9 | 500 | Lieut. W. L. Friedell | Yangtze |
| Wilmington | Gunboat | 1,397 | 20 | 1,804 | Comdr. W. A. Edgar | Hongkong |
| Flagship of Rear-Adm. John Hubbard, Commander-in-Chief U.S. Asiatic Fleet. | | | | | | |

GERMAN.

| | | | | | | |
|-------------|------------------|--------|----|--------|------------------------|----------|
| Emden | Cruiser | 3,600 | 22 | 13,500 | Capt. v. Restorff | Tsingtau |
| Gneisenau | Armoured cruiser | 11,600 | 36 | 26,000 | Captain v. Usstar | Tsingtau |
| Ilia | Gunboat | 900 | 12 | 1,300 | Comdr. v. Gohron | Shanghai |
| Jaguar | Gunboat | 900 | 12 | 1,300 | Comdr. Varslow | Tsingtau |
| Leipzig | Cruiser | 3,250 | 24 | 11,000 | Capt. Behncke | Tsingtau |
| Lucas | Gunboat | 900 | 10 | 1,350 | Comdr. Bondemann | Tsingtau |
| Nurnburg | Cruiser | 3,400 | 22 | 13,200 | Capt. Morsberger | Tsingtau |
| Otter | River gunboat | — | — | — | Capt. Lieut. Jantzen | Yangtze |
| Soharnhorst | Flagship | 11,600 | 36 | 26,000 | Capt. Rosing | Shanghai |
| S. 90 | Torpedo-boat | 400 | 8 | 6,500 | Capt. Lut. Berrenberg | Tsingtau |
| Taku | Torpedo-boat | 280 | 4 | 6,000 | Oblt. z. S. Claassen | Tsingtau |
| Tiger | Gunboat | 900 | 10 | 1,350 | Comdr. Luppe | Tsingtau |
| Tsingtau | River gunboat | 223 | 4 | 1,300 | Capt. Lut. Frie Fireks | Canton |
| Vaterland | River gunboat | 223 | 4 | 500 | Oblt. z. S. Prinz | Shanghai |

FRENCH.

| | | | | | | |
|--|-------------------|--------|-----------------|--------|--------------------------|------------------|
| Dupleix ^{oo} | Armoured cruiser | 10,014 | 30 | 20,000 | — — | Hongkong |
| Kleber | 1st Class cruiser | 9,700 | 12 | 19,000 | — | Saigon |
| Decidee | Gunboat | 645 | 10 | 1,000 | Lieut. de Linars | Saigon |
| Argus | River gunboat | 180 | 6 | 570 | Lieut. d'Estienne | Canton |
| Vigilante | Gunboat | 123 | 7 | 500 | Lieut. Biscail | Canton |
| Pelilo | Gunboat | 130 | — | — | Lieut. Puchel | Tongku |
| Esturgeon | Submarine | — | — | — | Lieut. Combot | Saigon |
| Lynx | Submarine | — | — | — | Lieut. Marrs | Saigon |
| Perle | Submarine | 500 | — | — | — | Saigon |
| Protee | Submarine | — | — | — | Lieut. Morris | Saigon |
| Styx ^o | Armoured gunboat | 1,708 | 10 | 1,700 | Lieut. Soriot | Saigon |
| Fronda | Destroyer | 360 | 7 | 303 | — | Saigon |
| d'Iberville | Destroyer | — | — | — | — | — |
| Takou | Destroyer | 250 | 9 | — | — | Saigon |
| Pistolet | Destroyer | 130 | 7 | 300 | Comdr. Mortenol | Reser |
| Mousquet | Destroyer | 307 | 6 | 300 | Lt. de la R. Koranderson | Hongay |
| Vauban | Torpedo-depot | — | — | — | — | Saigon |
| Veteran | Torpedo-depot | — | — | — | Lieut. Bilhel | Hongay |
| Manche | Surveying-ship | 1,025 | 10 ^o | 9,000 | Com. Ragot de Touche | Cap. St. Jacques |
| ^{oo} Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station | | | | | | Saigon |
| ^o Flagship of Commodore Bouicaut, Commanding the local defence Indo-China. | | | | | | |

PORTUGUESE.

| | | | | | | |
|-------|---------|-----|---|---|---------------------|-------|
| Macao | Gunboat | — | — | — | Capt. Martins | Macao |
| Patia | Gunboat | 700 | — | — | Captain J. Milheiro | Macao |

MARKET PRICES.

Hongkong, April 5, 1912.

BUTCHER MEAT.

| Meat | | Cts. | Meat | | Cts. |
|--------------------------|---------------------------|---------------|--------|---|------|
| Beef Sirloin & Prime Cut | — Mei Lung Pa | 1b. 20 | Butter | — | 20 |
| „ Corned | — Ham Ngau Yuk | 20 | „ | — | 20 |
| „ Roast | — Shiu | 20 | „ | — | 20 |
| „ Breast | — Ngau Lam | 10 | „ | — | 10 |
| „ Soup | — Tong Yuk | 15 | „ | — | 15 |
| „ Steak | — Ngau Yuk Pa | 20 | „ | — | 20 |
| „ do. | — Sirloin Cotein—Ngau Lau | 30 | „ | — | 30 |
| „ Sausages | — Ngau Chung | 24 | „ | — | 24 |
| Bullock's Brains | — Know | per set 4 | „ | — | 4 |
| „ Tongue fresh | — Ngau Li | each 45 | „ | — | 45 |
| „ „ | — corned | — Ham Ngau Li | 60 | „ | 60 |
| „ Head | — Ngau Tan | 6 | „ | — | 6 |
| „ Heart | — Ngau Sum | 12 | „ | — | 12 |
| „ Lump | — Salt | 18 | „ | — | 18 |
| „ Foot | — Ngau Kask | 9 | „ | — | 9 |
| „ Kidneys | — Ngau Yiu | 9 | „ | — | 9 |
| „ Tail | — Ngau Mei | 18 | „ | — | 18 |
| „ Liver | — Ngau Kon | 1b. 12 | „ | — | 12 |
| „ Tripe (undressed) | — Ngau To | 6 | „ | — | 6 |
| Calvo Head & Foot | — Ngau-chai-tau-kark | set 51 | „ | — | 51 |
| Mutton Chop | — Yeung Poi Kwat | 1b. 22 | „ | — | 22 |
| „ Leg | — Yeung Poi | 22 | „ | — | 22 |
| „ Shoulder | — Yeung Shau | 20 | „ | — | 20 |
| Pigs Chitlings | — Chu Chong | 22 | „ | — | 22 |
| „ Brains | — Chu Know | per set 24 | „ | — | 24 |
| „ Feet | — Chu Kark | 1b. 12 | „ | — | 12 |
| „ Fry | — Chu Ohak | 25 | „ | — | 25 |
| „ Head | — Chu Tau | 15 | „ | — | 15 |
| „ Heart | — Chu Sum | each 13 | „ | — | 13 |
| „ Kidneys | — Chu Yiu | 9 | „ | — | 9 |
| „ Liver | — Chu Con | 1b. 30 | „ | — | 30 |
| Pork Chop | — Chu Pai Kwat | 20 | „ | — | 20 |
| „ Corned | — Ham Chu Yuk | — | „ | — | — |
| „ Leg | — Chu Poi | 24 | „ | — | 24 |
| „ Fat or Lard | — Chu Yau | 15 | „ | — | 15 |
| Sheep Head and Feet | — Yeung Tau Kark | set 50 | „ | — | 50 |
| „ Heart | — Yeung Sum | each 6 | „ | — | 6 |
| „ Kidneys | — Yeung Yiu | 9 | „ | — | 9 |
| „ Liver | — Yeung Con | 1 24 | „ | — | 24 |
| Smoking Pigs | To Order—Chu Chai | 22 | „ | — | 22 |
| „ Suet | — Sang Ngau Yau | 20 | „ | — | 20 |
| „ Mutton | — Sang Yeung Yau | 22 | „ | — | 22 |
| „ Veal | — Ngau Chai Yuk | 20 | „ | — | 20 |
| „ Sausages | — Ngau Chai Chung | 20 | „ | — | 20 |

POULTRY.

| Poultry | | Cts. | Poultry | | Cts. |
|--------------|--------------------------|--------------|---------|---|------|
| Chicken | — Kai Chai | 1b. 32 | „ | — | 32 |
| Capons | Large, Small | — Sin Kai | 32 | „ | 32 |
| Ducks | — Ap | 27 | „ | — | 27 |
| Doves | — Pan Kau | each | — | — | — |
| Eggs | — Kai Tan | per doz 24 | „ | — | 24 |
| Fowls | — Canton | — Kai | 1b. 35 | „ | 35 |
| „ Hainan | — Hoi Nam Kai | 32 | „ | — | 32 |
| „ Geese | — Ngai | 27 | „ | — | 27 |
| „ Wild Shai | — Shang-ho Yea Ngai | pair | — | — | — |
| „ Musk Deer | — Wong Kong | each | — | — | — |
| „ Hare | — Shanghai | — Tu Chai | 70 | „ | 70 |
| „ Partridge | — Che Khoo | — | — | — | — |
| „ Pheasant | — Shan Kai | pair \$ 1 70 | „ | — | 1 70 |
| Pigeons | Canton | — Pak Kup | each 36 | „ | 36 |
| „ Hoihow | — Hoi How Pak Kup | 25 | „ | — | 25 |
| „ Quail | — Um Chun | 23 | „ | — | 23 |
| „ Rice Birds | — Wo Fa Cheul | dozen | — | — | — |
| „ Snipe | — Sa Choy | each 25 | „ | — | 25 |
| „ Turkeys | Cook—Phor Kai Kung | 1b. 51 | „ | — | 51 |
| „ „ | — Na | 05 | „ | — | 5 |
| „ Wild Ducks | Shai—Shang hoi Sui Ap | — | „ | — | — |
| „ Teal | — Sui Ap Chai | — | „ | — | — |
| „ Wild Ducks | Canton—Sang Shing Sui Ap | — | „ | — | — |

FISH.

| | | Cts. | |
|-------------------------------------|-------|------|--|
| Barbel,—Ka Yu | 1b. 9 | 加魚 | |
| Bream,—Bin Yu | 16 | 細魚 | |
| Canton Fresh Water Fish,—Hoi Sin Yu | 16 | 鮮魚 | |
| Carp,—Li Yu | 22 | 鯉魚 | |
| Catfish,—Chik Yu | 18 | 赤魚 | |
| Codfish,—Mun Yu | 18 | 鯊魚 | |
| Crabs,—Hai | 20 | 蟹 | |
| Cuttle Fish,—Muk Yu | 15 | 收魚 | |
| Dab,—Sa Mang Yu | 14 | 沙魚 | |
| Dace,—Wong Mei Lun | 11 | 鱖魚 | |
| Dog Fish,—Tit Tu Sa | 8 | 鱖魚 | |
| Eels,—Congor,—Hoi Mann | 15 | 倒魚 | |
| „ Fresh water,—Tam Sin Yu | 16 | 海鯊 | |
| Eels,—Yellow,—Wong Sin | 28 | 黃大魚 | |
| Frogs,—Tien Kai | 32 | 黃鱉 | |
| Garoupa,—Sek Pan | 52 | 石斑 | |
| Gudgeon,—Pak Kup Yu | 12 | 白鮑 | |
| Herrings,—Tso Pak | 20 | 魚 | |
| Halibut,—Cheung Kwan Kup | 28 | 青海魚 | |
| Labrus,—Wong Fa Yu | 16 | 黃花鴨 | |
| Loach,—Wu Yu | 28 | 烏魚 | |
| Lobsters,—Lung Ho | 20 | 蝦龍 | |
| Mackerel,—Chi Y | 24 | 魚 | |
| Munk Fish,—Mong Yu | 28 | 芒魚 | |
| Mullet,—Chai Yu | 15 | 頭生 | |
| Oysters,—Sung Hoo | 20 | 鮮魚 | |
| Parrotfish,—Kai Kung Yu | 18 | 知頭 | |
| Perch,—Tau Loo | 15 | 公魚 | |
| Pike,—Fa Paw Poong | 8 | 花斑 | |
| Plaice,—Pan Yu | 18 | 班 | |
| Pomfret,—Black,—Hak Chong | 22 | 黑白 | |
| Pomfret,—White,—Pak Chong | 28 | 明 | |
| Pawns,—Ming Ha | 52 | 明 | |
| Ray,—Pal Pa Yu | 8 | 沙 | |
| Rook Fish,—Sek Ka Kung | 15 | 石 | |
| Salmon,—Ma Yan Yu | 4 | 石 | |

